A. R. Lambert

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Book

EMERGENCY ESCAPE PROVISIONS - MODEL 22 FLIGHT TEST AIRPLANES

On this date, a meeting was held for the purpose of establishing emergency escape provisions to be incorporated in the two flight test airplanes. The following people were present:

R. L. Bayless	J. H. Famme
A. R. Lambert	D. P. Germeraad
R. L. Runnalls	R. C. McBeary
J. S. Hoover	B. J. Simons

The following conclusions were reached and Design Groups are to proceed accordingly:

1. No. 1 flight test airplane is to incorporate ejection seats for the pilot and co-pilot, as well as a reverse powered scoop exit incorporated in the rear L.H. door (similar to R3Y flight test article). An attempt is being made (memo to L.A. Ward, Purch. Dept. from B. J. Simons dated 20 November) to obtain one airplane set of RB66 seats and tracks. As a matter of general interest, these seats must be forcibly moved aft before ejected upward through suitable holes provided in the canopy.

2. No. 2 flight test airplane will incorporate only the above-mentioned scoop exit in the left rear door.

The Design Groups should keep in mind that these test airplanes must be modified back to production airplanes before delivery to the customer. Therefore, the design should be such as to facilitate this operation. The aft side exits shall be designed entirely within the door so that it is possible to replace the test door with a production article before delivery.

It should be kept in mind that the above provisions are not intended to modify the production design. These escape provisions are to be only modifications of the production design.

Please note that the above-mentioned escape provisions are an added task not provided for in the original estimates. Therefore, every effort should be made to hold the cost to a minimum consistant with obtaining the desired flight test crew safety.

J. S. Hoover
R. S. Hoover
Chief Design Engineer

B. J. Simons
B. J. Simons
Senior Project Engineer